



**District 4 Pedestrian Advisory Committee (PAC) Meeting  
September 27, 2017, 10:00 a.m. - 12:00 p.m.  
Meeting Summary**

**PAC members in attendance:**

Carol Levine, Alameda County resident  
David Simons, Santa Clara County resident  
Leah Greenblat, West Contra Costa Technical Advisory Committee  
Steven Grover, Alameda County resident

**PAC members who participated via teleconference:**

Bjorn Gripenburg, Sonoma County resident  
Mariana Parreiras, San Francisco Bay Area Rapid Transit District  
Ryan Dodge, Solano Transportation Authority

**Non-members who participated in the meeting:**

Jean Severinghaus, Caltrans District 4 Bicycle Advisory Committee  
Oscar Tsai, Steven Grover & Associates  
Sean Charles, WMH Corporation

**Caltrans staff in attendance:**

Sergio Ruiz, Pedestrian and Bicycle Branch Coordinator  
Greg Currey, Pedestrian and Bicycle Branch  
Dianne Yee, Pedestrian and Bicycle Branch  
Elliot Goodrich, Pedestrian and Bicycle Branch  
Eric Denardo, Office of Environmental Analysis  
Erik Bird, Office of System and Regional Planning  
Dylan Grabowski, Office of System and Regional Planning

**The following PAC members were not present:**

Chris Marks, Alameda County Transportation Commission  
Lauren Ledbetter, Santa Clara Valley Transportation Authority  
*Marty Martinez, Safe Routes to School National Partnership*  
*Patrick Golier, San Francisco Municipal Transportation Authority*

#### Agenda Item #1: Welcome and introductions

A quorum was present.

#### Agenda Item #2: Agenda review

#### Agenda Item #3: Public comment

No public comments.

#### Agenda Item #4: Review and approval of June 28, 2017 Joint PAC + BAC meeting summary

Approved.

#### Agenda Item #5: Connecting Central Windsor presentation

Steven Grover gave a presentation on the Connecting Central Windsor project, which focuses on the Old Redwood Highway undercrossing at US 101. The project includes an integrated study of architectural, planning, and engineering elements. The project includes a new car-free crossing of US 101, two-way protected bike lanes on both sides of Old Redwood Highway, and placemaking elements such as mini plazas. Comments and questions:

- W-Trans gave a presentation on a raised crosswalk concept two years ago.
- Carol Levine raised concerns about the 2 two-way protected bike lanes. Steven replied that the two-way facilities avoids requiring bicyclists to cross if they do not need to.
- Leah Greenblat asked whether more frequent crossing may be needed. Steven answered that the project scope is limited to Central Windsor.
- Leah also emphasized that lightning should be pedestrian-friendly, as opposed to typical lighting that is placed on the roadway.
- Carol asked whether bicyclists and pedestrians would be separated. Steven confirmed that there will be a slight grade separation between the bicycle and pedestrian facilities.
- David Simons asked for more details regarding landscaping as it relates to the pedestrian experience, that mature trees be used to provide shade, and a green wall be used as a screen.

#### Agenda Item #6: US 101 South Congested Corridor Plan

Erik Bird and Dylan Grabowski of the Office of System and Regional Planning gave an overview of Senate Bill 1 and the US 101 South Congestion Corridor Plan (CCP). The projects in the CCP will focus on HOV/managed lanes and bicycle, pedestrian, and transit improvements.

- The US 101 South corridor does not include any segment that is not freeway or highway, such as Van Ness Avenue or El Camino Real.
- Erik and Dylan have compiled a matrix of pedestrian and bicycle crossings.
- The Office of System and Regional Planning is seeking information on pedestrian and bicycle needs at freeway interchanges along the corridor, and lists of current pedestrian and bicycle projects from San Francisco, San Mateo, and Santa Clara counties. The inclusion of these projects into the CCP would make the projects more competitive for SB 1 funding. These projects should be shovel-ready plans or other high-priority projects. Other funding rounds could include parallel routes.
- The draft plan is set to be completed by the end of October 2017, with plan adoption at the end of the December 2017.
- Applications for the first round of SB 1 funding are due in February 2018.
- Comments and questions:

- Leah asked for clarification on the difference between the Corridor System Management Plan (CSMP) and the CCP. The original CSP for this corridor was very auto-oriented and did not identify important projects such as the US 101 Managed Lanes projects and pedestrian and bicycle improvements.
- David suggested Mathilda Avenue as a project, because there is currently no connection from the trail to the train station.
- Steven and Leah noted that bicycle and pedestrian projects typically begin at the local level, that cities, not just counties, should be approached for feedback.
- Jean asked about a US 101 North CCP. Dylan referred to colleague Michelle Matranga, who is working on that plan concurrently.
- Sean asked for clarification on the term “shovel-ready”. Shovel-ready projects are projects that are not funded, but if they *were* funded, would be ready to start construction.

#### Agenda Item #7: Updates on joint PAC + BAC subcommittees:

- Mode separation of multi-use paths
  - Steven gave a brief update of the mode separation subcommittee. They have compiled a matrix of existing design guidelines from the Highway Design Manual (HDM) related to bicycle and pedestrian mode interactions, and are now drafting recommendations for changes. The recommendations should be sent via email to the PAC and BAC as there is no upcoming joint meeting before the deadline.
  - The next subcommittee meeting is scheduled for Friday, October 6, 2017, 1:30-3:30pm.
  - Comments and questions:
    - There was discussion on the choice of terminology—“non-vehicular” or “non-motorized” and definition of vehicle types. It was determined that defining users by speed is most appropriate.
    - Bicycle and pedestrian modes should be holistic; covered in one HDM chapter.
    - There should be different design speeds/guidelines between long-distance trails and conflict points in more developed, urban areas.
- Roundabouts
  - Recommendations from the Roundabouts Subcommittee were shared with the PAC.
  - Comments and questions:
    - Roundabouts take up a lot of space—what happens when there is not enough space for pedestrians and bicyclists?
    - The Intersection Control Evaluation (ICE) does not specifically include pedestrians and bicyclists in traffic analysis. It would be difficult to program that as part of a project.
    - There are places with smaller, more compact roundabouts, where pedestrians and bicyclists are ramped up above the vehicular roundabout.

#### Agenda Item #8: PAC Membership Update

- Some PAC members’ terms expire this month, September 2017. The PAC approved a four-month membership extension to cover the next PAC meeting in January 2018.
- The members with expiring membership were asking if they would reapply.
- Matt Kelley of Contra Costa Transportation Authority indicated that he would be interested in applying.
- Sergio will reach out to members whose terms are expiring, start advertising applications soon, and send outreach information to members.

Agenda Item #9: Review and discussion of draft 2017 PAC Work Plan

No comments.

Agenda Item #10: Topics for next PAC meeting

- The District 4 Pedestrian Plan will begin sometime next year, 2018.
- Landscape review—appropriate landscaping and shade for pedestrians
- Edge treatment—used to restrict pedestrian access but in a friendly manner. There is very limited and contradictory guidance by Caltrans.

Agenda Item #11: Announcements and information sharing

None.